

6. Should the corridor be designed to accommodate bicyclists and pedestrians?  
[ ] Yes [ ] No

If you marked “yes” above, what type of facility would work best?

- [ ] Sidewalks for pedestrians with bike lanes on the shoulders for cyclists
- [ ] Shared use path for cyclists and pedestrians
- [ ] Other:\_\_\_\_\_

Which segments should include bicycle and pedestrian facilities?

- | <u>Bike</u> | <u>Pedestrians</u> |   |
|-------------|--------------------|---|
| [ ]         | [ ]                | Segment 1: Dixie Highway to Blanton Lane              |
| [ ]         | [ ]                | Segment 2: Blanton Lane to KY 1142 (Palatka Road)     |
| [ ]         | [ ]                | Segment 3: KY 1142 (Palatka Road) to Hazelwood Avenue |
| [ ]         | [ ]                | Segment 4: Hazelwood Avenue to Bluegrass Avenue       |
| [ ]         | [ ]                | Segment 5: North of Bluegrass Avenue                  |

7. Do you have any other concerns or comments about this study?



KY 1931 Manslick Road Planning Study  
Item # 5-480.00  
- Public Survey -

**What is your opinion about improving KY 1931 (Manslick Road) in Jefferson County?** You can help us better understand the transportation problems, issues, and potential impacts of proposed improvements to the KY 1931 corridor between US 31W (Dixie Highway) and I-264. The Kentucky Transportation Cabinet will use your input to help evaluate alternatives. Please return this form during the meeting or return it by mail by August 6, 2013. Completed surveys should be sent to Keith Downs at KYTC District 5, 8310 Westport Road, Louisville, KY 40242 or via email to [Keith.Downs@ky.gov](mailto:Keith.Downs@ky.gov).

Your name: \_\_\_\_\_

Your organization (if any): \_\_\_\_\_

Address: \_\_\_\_\_

Email (optional): \_\_\_\_\_

1. Should KY 1931 be improved between Dixie Highway and I-264?  
[ ] Yes [ ] No

Why or why not? \_\_\_\_\_

2. Which long term improvement option do you prefer? Check one.

- [ ] No improvements
- [ ] Short term spot improvements (see question 5) but no long term improvements
- [ ] Widen lanes and shoulders, but keep corridor at 2 lanes (includes spot improvements)
- [ ] Widen the corridor to 3 lanes (includes center turn lane)
- [ ] Other: \_\_\_\_\_

3. If a new interchange is constructed at I-264/Manslick Road, does this change which long term improvement option you prefer?

- [ ] No improvements
- [ ] Short term spot improvements (see question 5) but no long term improvements
- [ ] Widen lanes and shoulders, but keep corridor at 2 lanes (includes spot improvements)
- [ ] Widen the corridor to 3 lanes (includes center turn lane)
- [ ] Other: \_\_\_\_\_



4. Which Segments most need improvement? Rank the options below 1 through 5 where 1 is the top priority need. The map to the right shows the different segments discussed below. If you do not think a segment needs to be improved, leave it blank.

- Segment 1: Dixie Highway to Blanton Lane
- Segment 2: Blanton Lane to KY 1142 (Palatka Road)
- Segment 3: KY 1142 (Palatka Road) to Hazelwood Avenue
- Segment 4: Hazelwood Avenue to Bluegrass Avenue
- Segment 5: North of Bluegrass Avenue

5. If the overall corridor is not improved, it may be possible to still fix some of the existing problem spots. The map to the right shows potential spot improvements that have been suggested. Of the spot improvements shown, please rank the top 5 locations you believe are the highest priority where 1 is the top priority need. If you do not think any of these improvements are needed, leave this question blank.

- Spot A: Add northbound right turn lane on KY 1931 and left turn lane on Arnoldtown Rd
- Spot B: Add dual left turn lanes on Blanton Ln and dual receiving lanes on KY 1931
- Spot C: Add southbound left turn lane on KY 1931 at Cardinal Oaks Dr
- Spot D: Add southbound left turn lane on KY 1931 at Doss High School
- Spot E: Add southbound left turn lane on KY 1931 at Windemere Dr and left turn lane on Windemere Dr
- Spot F: Add dual left turn lanes on Palatka Rd and dual receiving lanes on KY 1931
- Spot G: Vertical Curve Realignment to Improve Stopping Sight Distance near Hillcrest Cemetery. Improve entrance to Hillcrest Cemetery.
- Spot H: Add center turn lane on KY 1931 between Iroquois Pkwy and Alice Kay Dr
- Spot I: Realign De Mel Ave to connect with Stephan Ln and add northbound left turn lane on KY 1931 at Stephan Ln
- Spot J: Add dual left turn lanes on Hazelwood Ave and dual receiving lanes on KY 1931. Extend northbound left turn lane on KY 1931.
- Spot K: Vertical Curve Realignment near Friden Way to Improve Stopping Sight Distance
- Spot L: Vertical Curve Realignment near Eskridge Ln to Improve Stopping Sight Distance

If there are other spot improvements that should be considered, please mark them on the map and describe them below.

